

(b) If the engines, boilers, and auxiliary machinery are found to be in safe operating condition at the initial or subsequent periodical inspection, the Officer in Charge, Marine Inspection, shall issue a letter to that effect. Such letter shall be posted on the vessel under glass. The letter will be valid for a specified period of time, as determined by the Officer in Charge, Marine Inspection. The owner, within 30 days prior to its expiration, shall make application to the nearest Officer in Charge, Marine Inspection for a renewal thereof.

Subpart 50.10—Definition of Terms Used in This Subchapter

§ 50.10–1 Commandant.

The term *Commandant* means the Commandant U.S. Coast Guard.

§ 50.10–5 Coast Guard District Commander or District Commander.

The term *Coast Guard District Commander* or *District Commander* means an officer of the Coast Guard designated as such by the Commandant to command all Coast Guard activities within his district, which include the inspections, enforcement, and administration of Subtitle II, Title 46, U.S. Code, Title 46 and Title 33 U.S. Code, and regulations under these statutes.

[CGFR 68–82, 33 FR 18808, Dec. 18, 1968, as amended by CGD 95–028, 62 FR 51200, Sept. 30, 1997]

§ 50.10–10 Officer in Charge, Marine Inspection, (OCMI).

The term *Officer in Charge, Marine Inspection*, (OCMI) means any person from the civilian or military branch of the Coast Guard designated as such by the Commandant and who, under the superintendence and direction of the Coast Guard District Commander, is in charge of an inspection zone for the performance of duties with respect to the inspections, enforcement, and administration of Subtitle II, Title 46, U.S. Code, Title 46 and Title 33 U.S. Code, and regulations under these statutes.

[CGFR 68–82, 33 FR 18808, Dec. 18, 1968, as amended by CGD 95–028, 62 FR 51200, Sept. 30, 1997]

§ 50.10–15 Marine inspector or inspector.

The term *marine inspector* or *inspector* means any person from the civilian or military branch of the Coast Guard assigned under the superintendence and direction of an Officer in Charge, Marine Inspection, or any other person as may be designated for the performance of duties with respect to the inspections, enforcement and the administration of Subtitle II, Title, 46, U.S. Code, Title 46 and Title 33, U.S. Code, and regulations under these statutes.

[CGFR 68–82, 33 FR 18808, Dec. 18, 1968, as amended by CGD 95–028, 62 FR 51200, Sept. 30, 1997]

§ 50.10–20 Headquarters.

The term *Headquarters* means the Commandant (CG–00), Attn: Commandant, U.S. Coast Guard Stop 7000, 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593–7000.

[CGFR 68–82, 33 FR 18808, Dec. 18, 1968, as amended by CGD 88–070, 53 FR 34534, Sept. 7, 1988; USCG 2013–0671, 78 FR 60147, Sept. 30, 2013]

§ 50.10–23 Marine Safety Center.

The term *Marine Safety Center* refers to the Commanding Officer, Marine Safety Center, U.S. Coast Guard, 4200 Wilson Boulevard, Suite 400, Arlington, VA 22203 for visitors. Send all mail to Commanding Officer (MSC), Attn: Marine Safety Center, U.S. Coast Guard Stop 7410, 4200 Wilson Boulevard, Suite 400, Arlington, VA 20598–7410, in a written or electronic format. Information for submitting the VSP electronically can be found at <http://www.uscg.mil/HQ/MSC>.

[USCG–2007–29018, 72 FR 53965, Sept. 21, 2007; USCG–2009–0702, 74 FR 49228, Sept. 25, 2009; USCG 2013–0671, 78 FR 60147, Sept. 30, 2013]

§ 50.10–25 Coast Guard Symbol.

(a) The term *Coast Guard Symbol* means that impression stamped on the nameplates of boilers, pressure vessels, and safety valves by a marine inspector upon the satisfactory completion of the tests and inspection of the product. It may also be used by a marine inspector to identify workmanship test plates and welding samples.

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(b) The impression of the Coast Guard Symbol for stamping nameplates and specimens is shown in Figure 50.10-25(b).

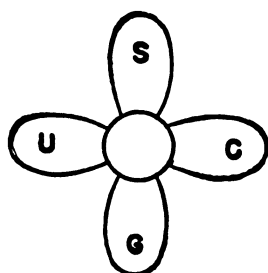


FIGURE 50.10-25(b)—COAST GUARD SYMBOL

§ 50.10-30 Coast Guard number.

(a) The Coast Guard number means that number assigned to boilers and pressure vessels by the Officer in Charge, Marine Inspection, who makes the final tests and inspections.

(b) The Coast Guard number shall be stamped on the nameplates of boilers and pressure vessels.

(c) The Coast Guard number is comprised of the following:

(1) Three capital letters which identify the office of the issuing Officer in Charge, Marine Inspection (see table 50.10-30); followed by,

(2) An OCMI serial number, by which the particular boiler or pressure vessel can be identified; the first two digits of which will identify the calendar year the number was assigned.

TABLE 50.10-30—PREVIOUS SECTOR OFFICE IDENTIFICATION LETTERS IN COAST GUARD NUMBERS FOR BOILERS AND PRESSURE VESSELS

Identification	Sector Office
ALB	Albany.
ANC	Anchorage.
BAL	Baltimore.
BOS	Boston.
BUF	Buffalo.
CHA	Charleston.
CHI	Chicago.
CIN	Cincinnati.
CLE	Cleveland.
COR	Corpus Christi.
DET	Detroit.
DUL	Duluth.
GAL	Galveston.
GUA	Guam.
HON	Honolulu.

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TABLE 50.10-30—PREVIOUS SECTOR OFFICE IDENTIFICATION LETTERS IN COAST GUARD NUMBERS FOR BOILERS AND PRESSURE VESSELS—Continued

Identification	Sector Office
HOU	Houston.
HRV	Hampton Roads, VA.
HUN	Huntington.
JAC	Jacksonville.
JUN	Juneau.
LIS	Long Island.
LOS	Los Angeles.
LOU	Louisville.
MEM	Memphis.
MIA	Miami.
MIL	Milwaukee.
MIN	Minneapolis.
MOB	Mobile.
MOR	Morgan City.
NAS	Nashville.
NEW	New Orleans.
NYC	New York.
PAD	Paducah.
PAT	Port Arthur.
PHI	Philadelphia.
PIT	Pittsburgh.
POM	Portland, ME.
POR	Portland, OR.
PRO	Providence.
ROT	Rotterdam.
SAV	Savannah.
SDC	San Diego.
SEA	Seattle.
SFC	San Francisco.
SIM	Saint Ignace.
SJP	San Juan.
SLM	St. Louis.
STB	Sturgeon Bay.
TAM	Tampa.
TOL	Toledo.
VAL	Valdez.
WNC	Wilmington, NC.

[CGFR 68-82, 33 FR 18808, Dec. 18, 1968, as amended by CGFR 69-127, 35 FR 9975, June 17, 1970; CGD 74-219, 39 FR 40158, Nov. 14, 1974; CGD 78-161, 44 FR 13492, Mar. 12, 1979; USCG-2000-7790, 65 FR 58459, Sept. 29, 2000; USCG-2006-25556, 72 FR 36330, July 2, 2007]

§ 50.10-35 Constructed.

The term *constructed* means the keel has been laid or, for vessels with no keel, assembly of at least 50 tons or 1% of the estimated mass of all structural material, whichever is less, has been completed.

[CGD 83-043, 60 FR 24772, May 10, 1995]